NEW JERSEY'S FIRST PARKWAY

ROUTE 4

NEW JERSEY
STATE HIGHWAY
DEPARTMENT

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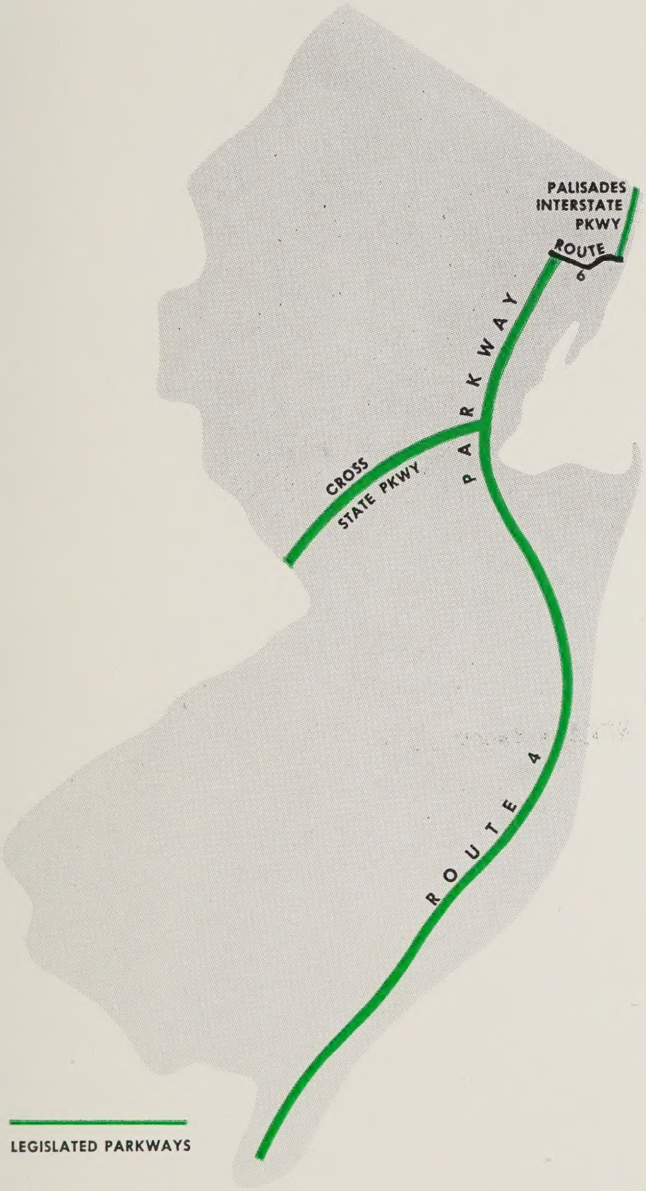


NEW JERSEY'S

FIRST PARKWAY

ROUTE 4

NEW JERSEY STATE HIGHWAY DEPARTMENT

SPENCER MILLER, JR. STATE HIGHWAY COMMISSIONER

TO:

THE GOVERNOR, MEMBERS OF THE STATE LEGISLATURE AND PEOPLE OF NEW JERSEY

The future of New Jersey's well-being depends to a large degree upon the solution of the State's ever-increasing highway transportation problems. Tomorrow's highways must reflect new concepts of design, if they are to meet the necessities of modern conditions.

A careful study of our existing highways and their use, reveals that adequate facilities are lacking for uninterrupted travel, particularly in centers of high traffic density. Despite every effort to solve the problem of congestion in urban areas, the condition is becoming increasingly critical. Recent surveys show that extended blight and deterioration in metropolitan centers are directly related to this situation.

Traffic congestion is not limited to urban areas alone. The uncontrolled "ribbon development" of our roadsides is rendering inadequate large portions of New Jersey's existing highway system. As a result, many state routes are dangerous, rather than safe; ugly and blighted where they might be scenic and beautiful; incapable of carrying uninterrupted flows of traffic.

Modern highway engineering indicates but one solution to the problem—controlled access Parkways and Freeways. The railroads have achieved maximum transportation service, only by means of a right of way with controlled access. Highway transportation, especially on through arteries, has never achieved the same efficiency, because of the lack of this principle.

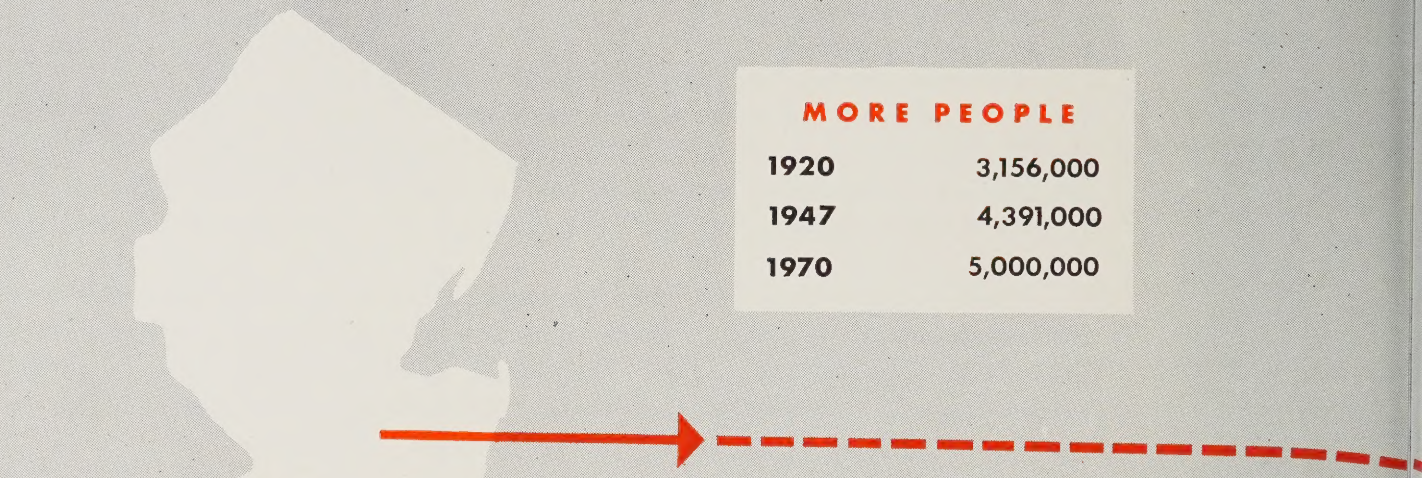
The New Jersey Legislature has provided the enabling legislation for the construction of controlled access Parkways and Freeways. The Legislature has also appropriated funds for the commencement of the building of the first north-south Parkway, which will eventually extend from the New York border to Cape May.

The following monograph presents the pertinent facts regarding Route 4, New Jersey's First Parkway. It is issued so that our citizens may better understand the design and function of these highways of tomorrow.

Spencer Miller, Jr.

State Highway Commissioner.

MOTOR VEHICLE TRAVEL



MORE PEOPLE	
1920	3,156,000
1947	4,391,000
1970	5,000,000

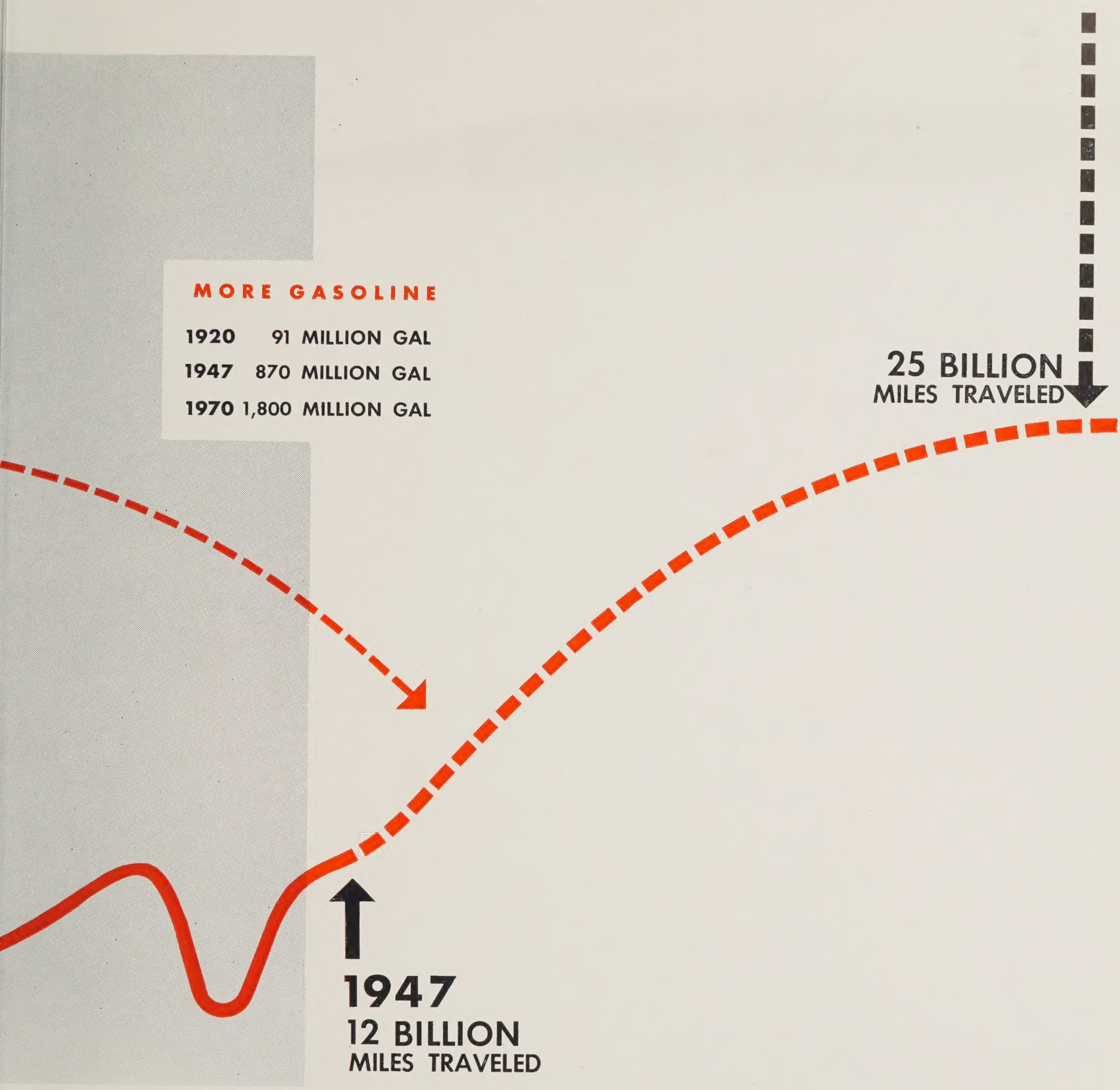
MORE CARS	
1920	227,000
1947	1,200,000
1970	1,600,000

MORE MILES PER CAR	
1920	5,000
1947	10,000
1970	15,000

FIRST CAR REGISTERED IN NEW JERSEY

1906

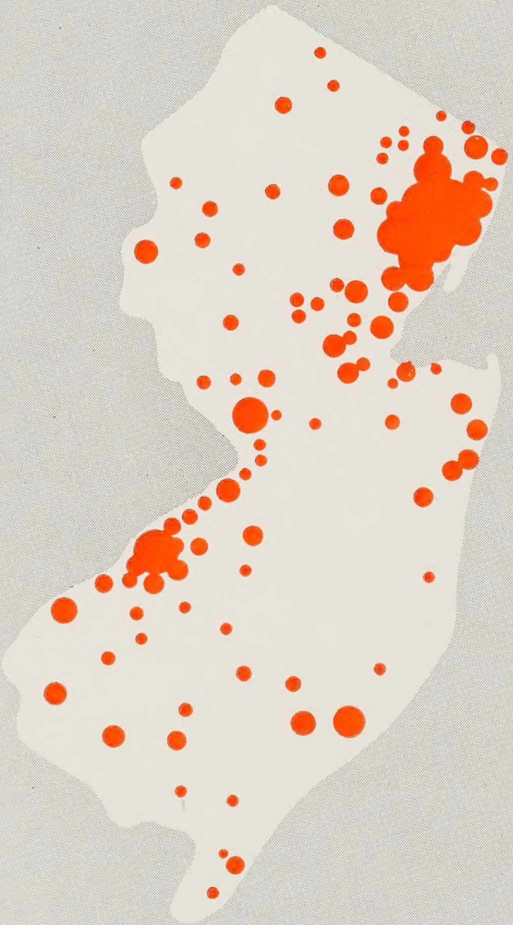
IN NEW JERSEY WILL DOUBLE BY 1970



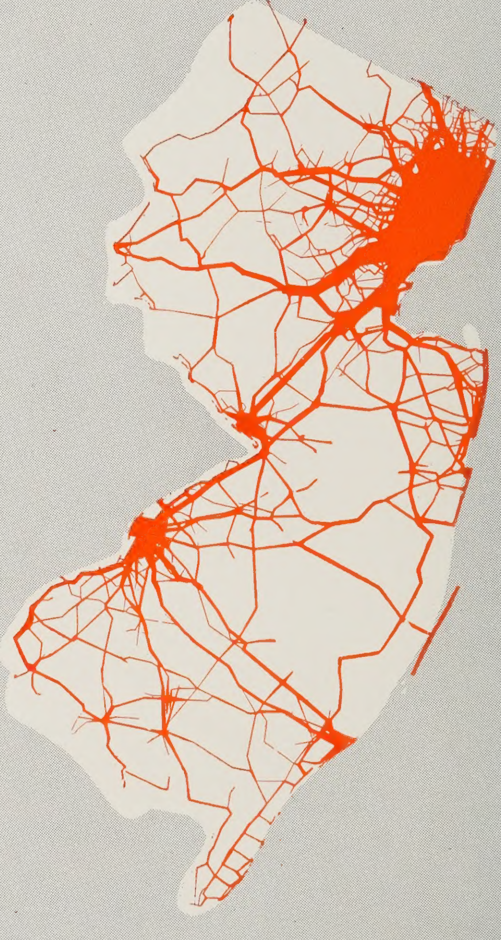
MORE GASOLINE

1920	91 MILLION GAL
1947	870 MILLION GAL
1970	1,800 MILLION GAL

THE PROBLEM:



POPULATION



TRAFFIC VOLUMES

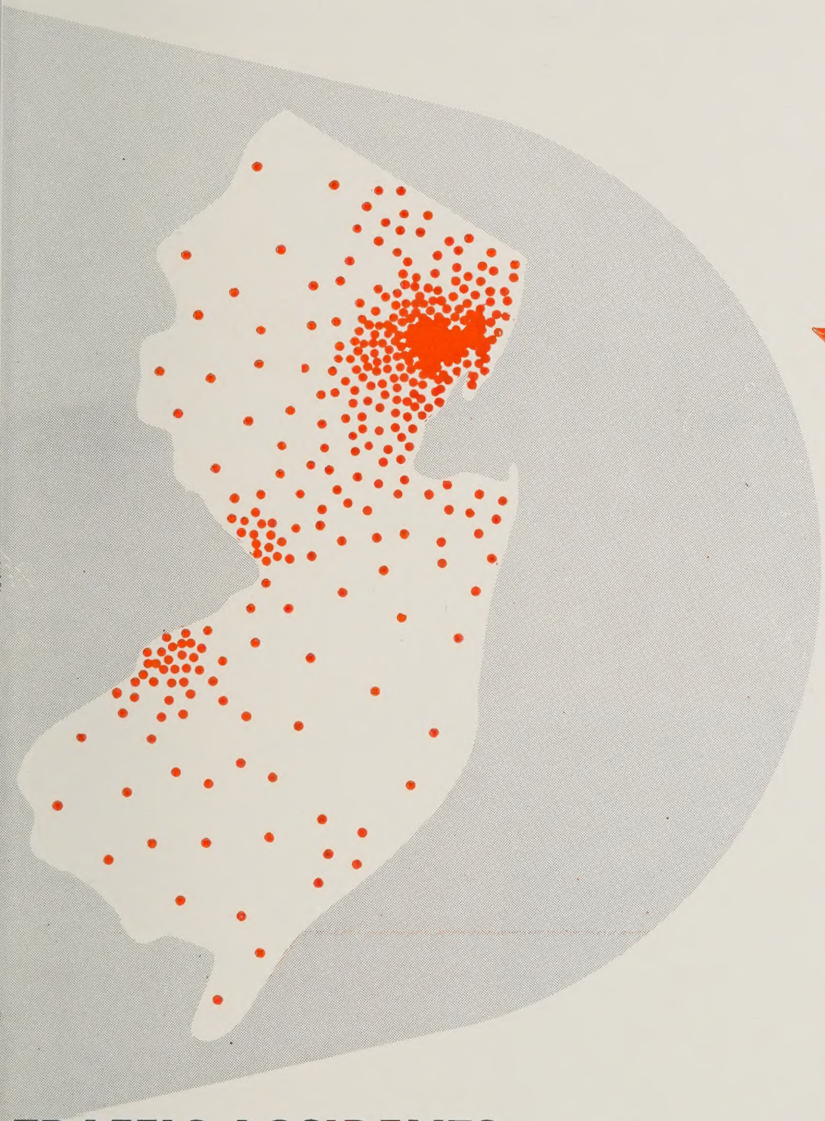
TRAFFIC CONGESTION IN NEW JERSEY

IS CONCENTRATED

IN

THESE

AREAS



TRAFFIC ACCIDENTS

1 NORTHERN METROPOLITAN AREA

2 CAMDEN METROPOLITAN AREA

3 TRENTON METROPOLITAN AREA

4 SEACOAST REGION

5 MOUNTAIN-LAKE REGION

PARKWAYS.......AN URGENT NEED ..

New Jersey needs Parkways to provide for the free, safe and uninterrupted flow of large volumes of passenger vehicles into, within and away from its heavily concentrated areas where people and their vehicles now converge in great numbers.

These congested areas—industrial, business and residential—are the focal points of human activities. People want to go to these localities, but excessive inconvenience and costly delays may exclude them.

TODAY

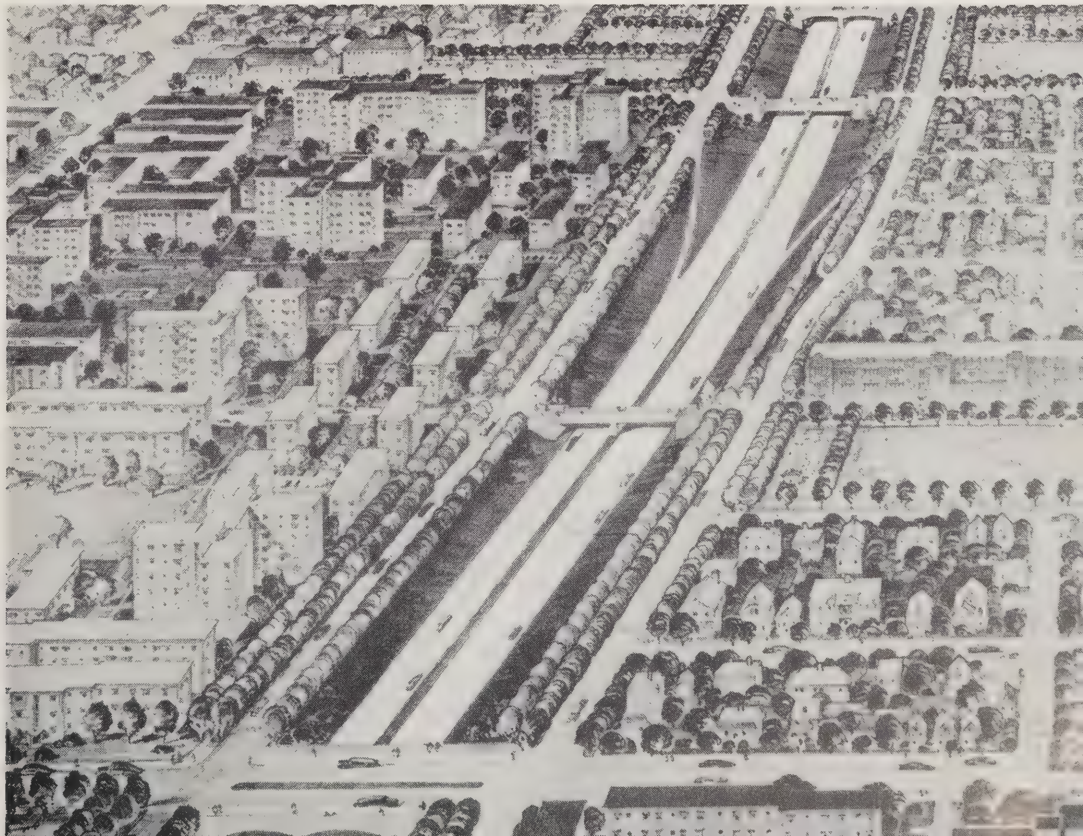
• • • • • • • • • • • • • • • • • • • •

Parkways provide the most efficient means of conveying great volumes of such traffic. On Parkways vehicles move with freedom and safety, and with a minimum waste of time and expense.

Parkways through congested urban areas are safer, and accommodate more vehicles in less travel time than any ordinary type of traffic facility.

The experience of many other states and cities amply proves that Parkways are the modern, efficient answer to the traffic movement problems of Today and Tomorrow.

TOMORROW

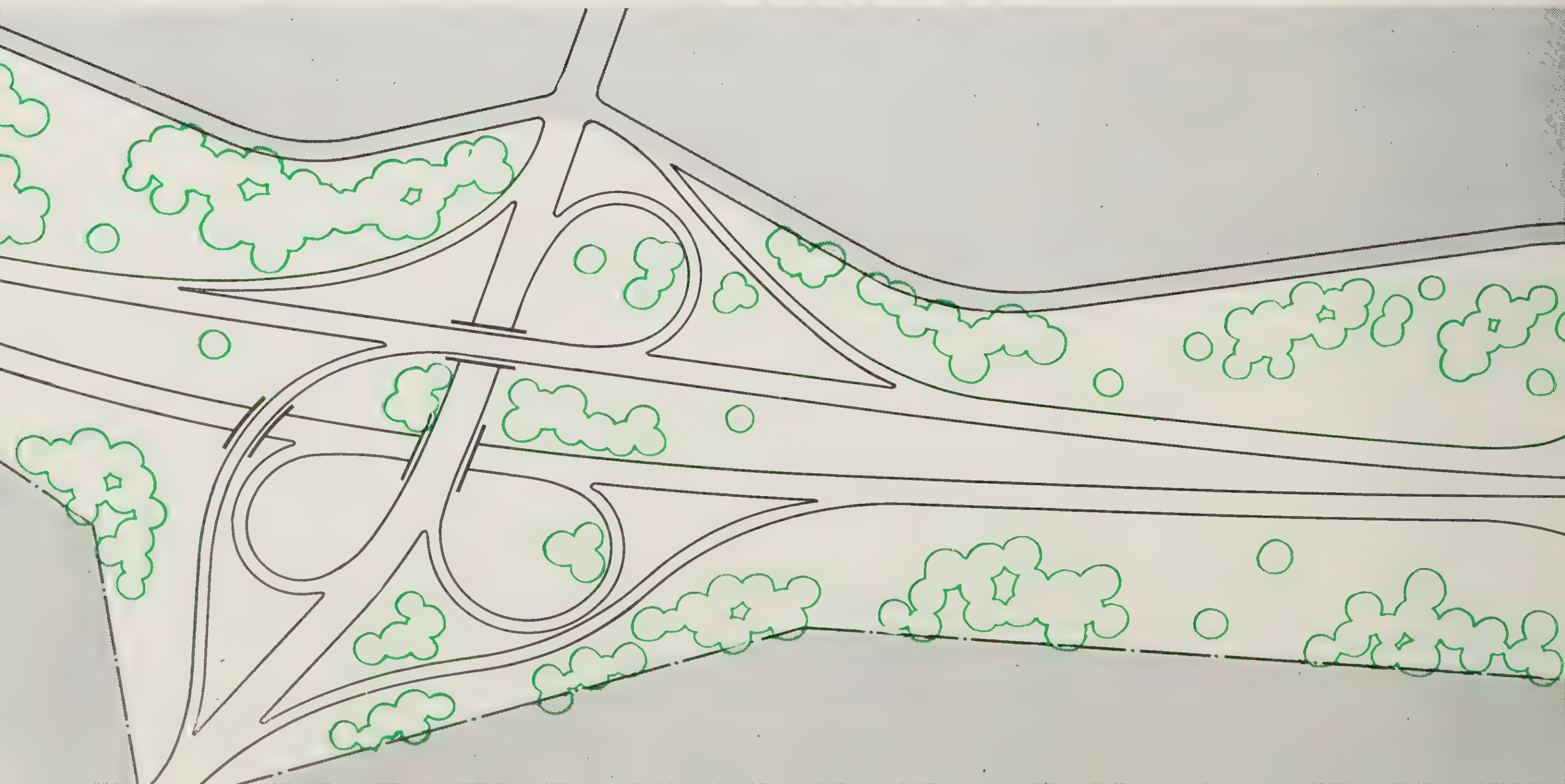


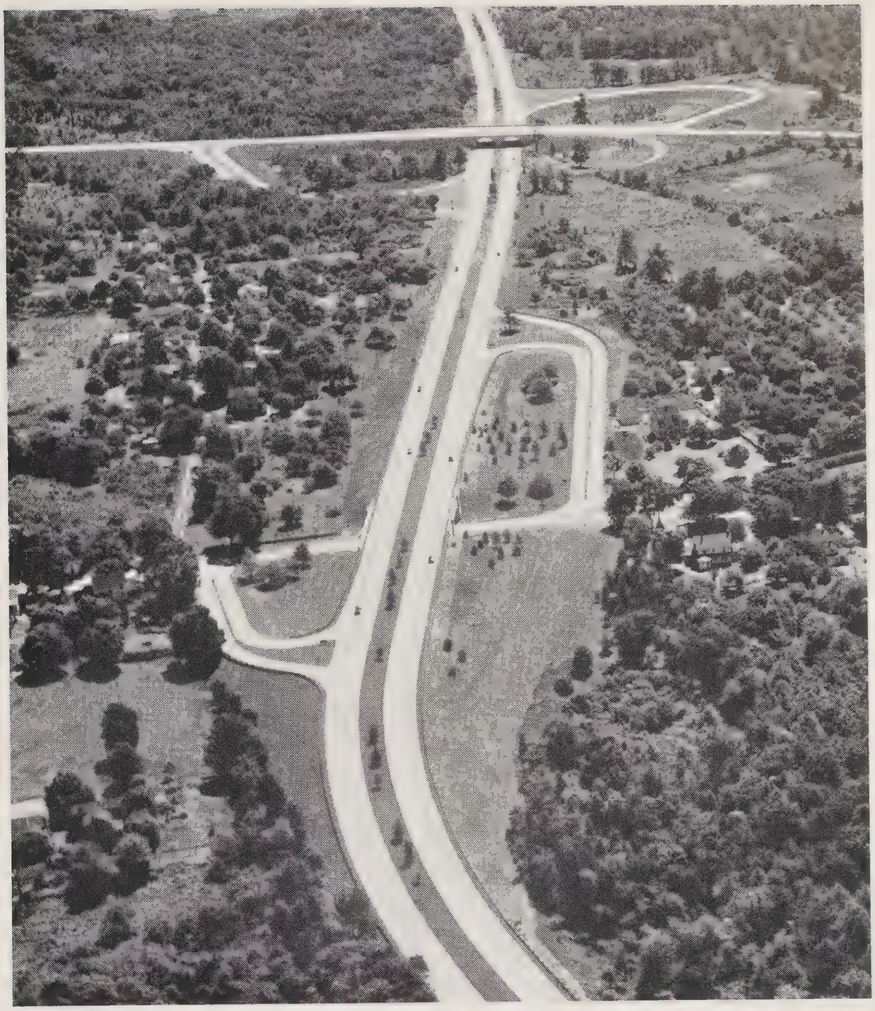
WHAT ARE PARKWAYS? . . . .

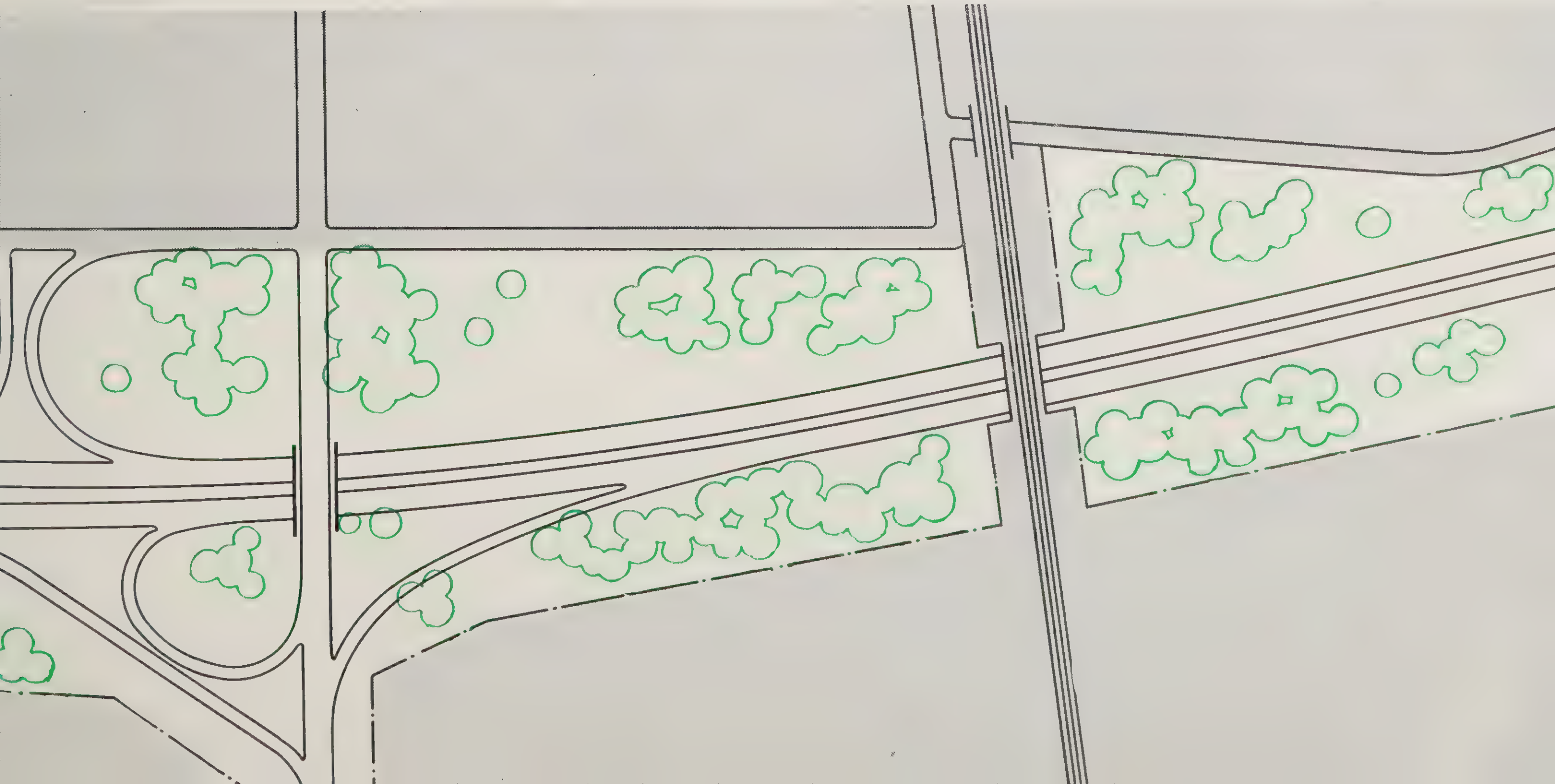
A Parkway is a modern traffic facility for passenger vehicles only. Other types of motor vehicles are excluded in order to provide a free and constant traffic flow, which is necessary for the handling of large volumes of passenger traffic.

No Crossings at Grade—Provision is made for the passage of heavy traffic streams over or under all existing and future cross streets, roads and other obstacles to free movement.

Controlled Access—The main traffic streams are protected from vehicles that would enter the Parkway at random along the route, by a continuous land strip, improved and beautified with grass, shrubbery and trees. Access is provided at reasonable intervals, under controlled conditions at designated points. These are of special design so as to insure constant vehicle movement.

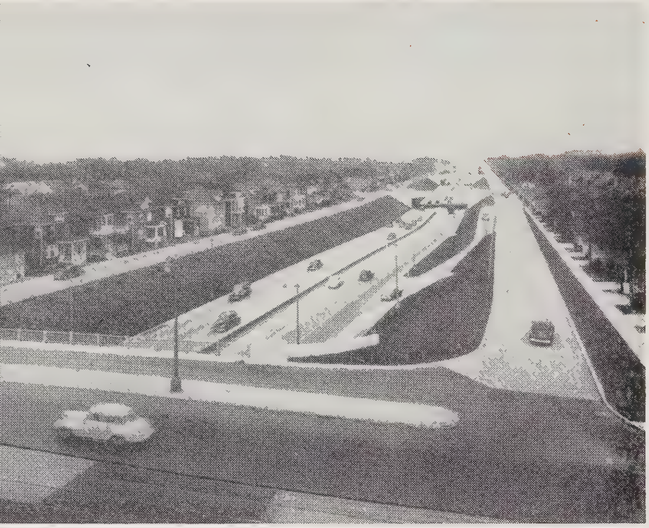






PARKWAY CHARACTERISTICS

COMFORT AND SAFETY



CONSERVATION

COMMUNITY DEVELOPMENT

Parkways eliminate the traffic tensions of existing roads and streets. On Parkways, vehicles moving in opposite directions are separated by a landscaped dividing strip. Turning movements and access take place on specially designed ramps. Parking and pedestrian traffic are provided for on separate service roads, which also give access to abutting properties. Landscaping and architectural details are of the most pleasing design. The result, Comfort and Safety, uninterrupted by grade intersections or marginal interferences.

Parkways make possible the conservation of natural scenic areas. They harmonize with and enhance the continuing beauty of existing landscapes. Their alignments are usually located to include natural landscape features, such as streams, rock formations and woodland growth. The conservation of such green belts along streams and rivers, where Parkways are often constructed, also aid in reducing soil erosion and floods.

Parkways protect existing community values and create many new ones. They restore, stabilize and in many cases increase property values by encouraging attractive residential development of adjacent land. In addition, they bring recreation and scenic features into congested neighborhoods, making them more readily accessible to the public. The "controlled access" feature creates ideal boundaries around neighborhoods, the business and commercial districts, and the whole city, making the community a better, cleaner and safer place in which to live.

PARKWAYS AND PROPERTY VALUES

Parkways are a sound business investment. They pay for themselves indirectly, because they bring a substantial return to municipalities through the increased taxable value of abutting property.

The Henry Hudson Parkway in New York City stimulated an increase of $35,500,000 in new building alone; the effect of this facility is further reflected in the increased land values along its borders.

The Grand Central Parkway and the Belt Parkway in Queens County, New York, in addition to creating millions of dollars in new property valuations, have also opened up for development areas previously dormant and inaccessible.

In Westchester County, New York, values of adjacent property along the route of the Bronx River Parkway increased from $22,000,000 to $281,000,000.

Likewise, in many other states and cities, the ever-widening application of the "controlled access" principle of Parkways benefits real property through adjustment of land-use patterns.

The Henry Hudson Parkway
New York City

New Jersey's First Parkway, Route 4, will extend from N. J. Route 6 at Clifton to Cape May, with a Cross-State Parkway Extension from Woodbridge to Trenton.

The Parkway as legislated may be divided into three units:

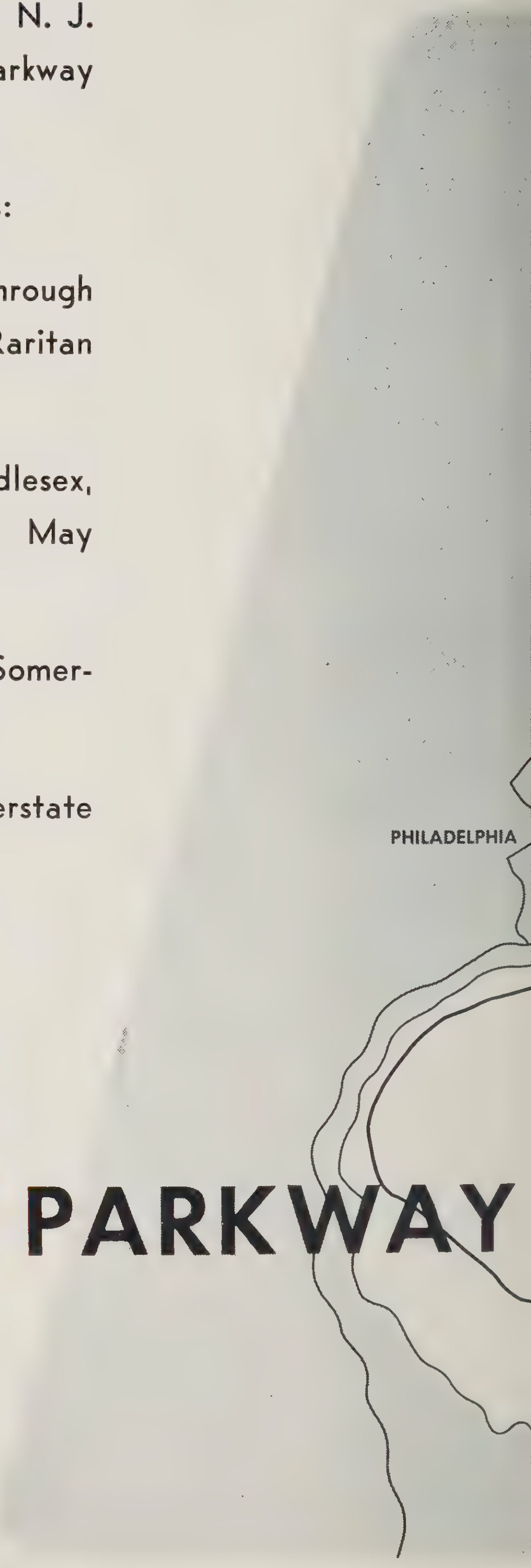
The Metropolitan Section, extending from Clifton through Passaic, Essex, Union and Middlesex Counties to the Raritan River.

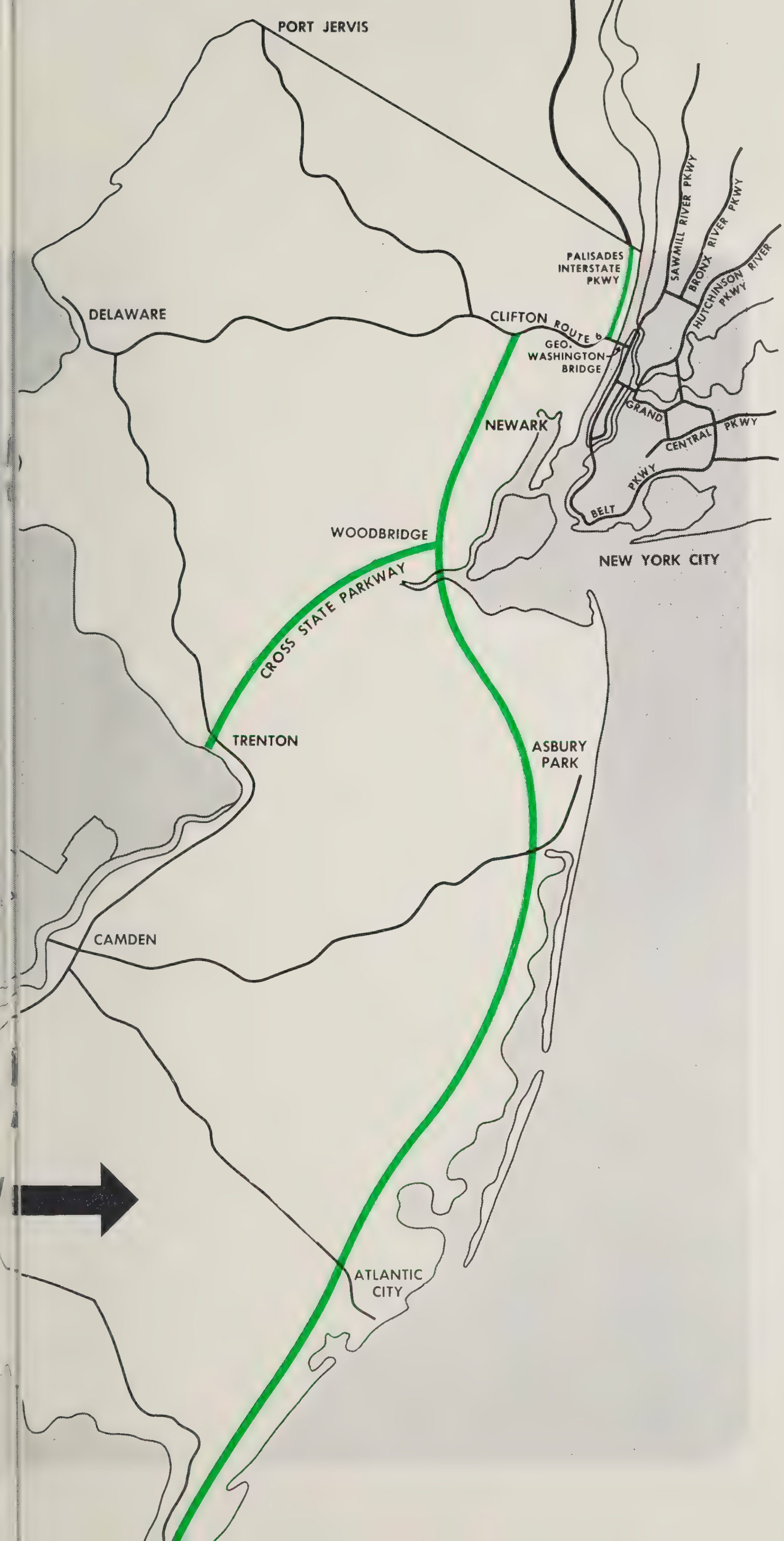
The Shore Section, from the Raritan River through Middlesex, Monmouth, Ocean, Burlington, Atlantic and Cape May Counties.

The Cross-State Parkway Extension, through Middlesex, Somerset and Mercer Counties.

The Route 4 Parkway will connect with the Palisades Interstate Parkway at the George Washington Bridge.

ROUTE 4 PARKWAY




PORT JERVIS
PALISADES INTERSTATE PKWY
SAWMILL RIVER PKWY
BRONX RIVER PKWY
HUTCHINSON RIVER PKWY
DELAWARE
CLIFTON
ROUTE 6
GEO. WASHINGTON BRIDGE
GRAND
CENTRAL PKWY
NEWARK
BELT PKWY
WOODBRIDGE
NEW YORK CITY
CROSS STATE PARKWAY
TRENTON
ASBURY PARK
CAMDEN
ATLANTIC CITY

ROUTE 4 PARKWAY

METROPOLITAN SECTION

NEEDED FOR CONGESTION RELIEF

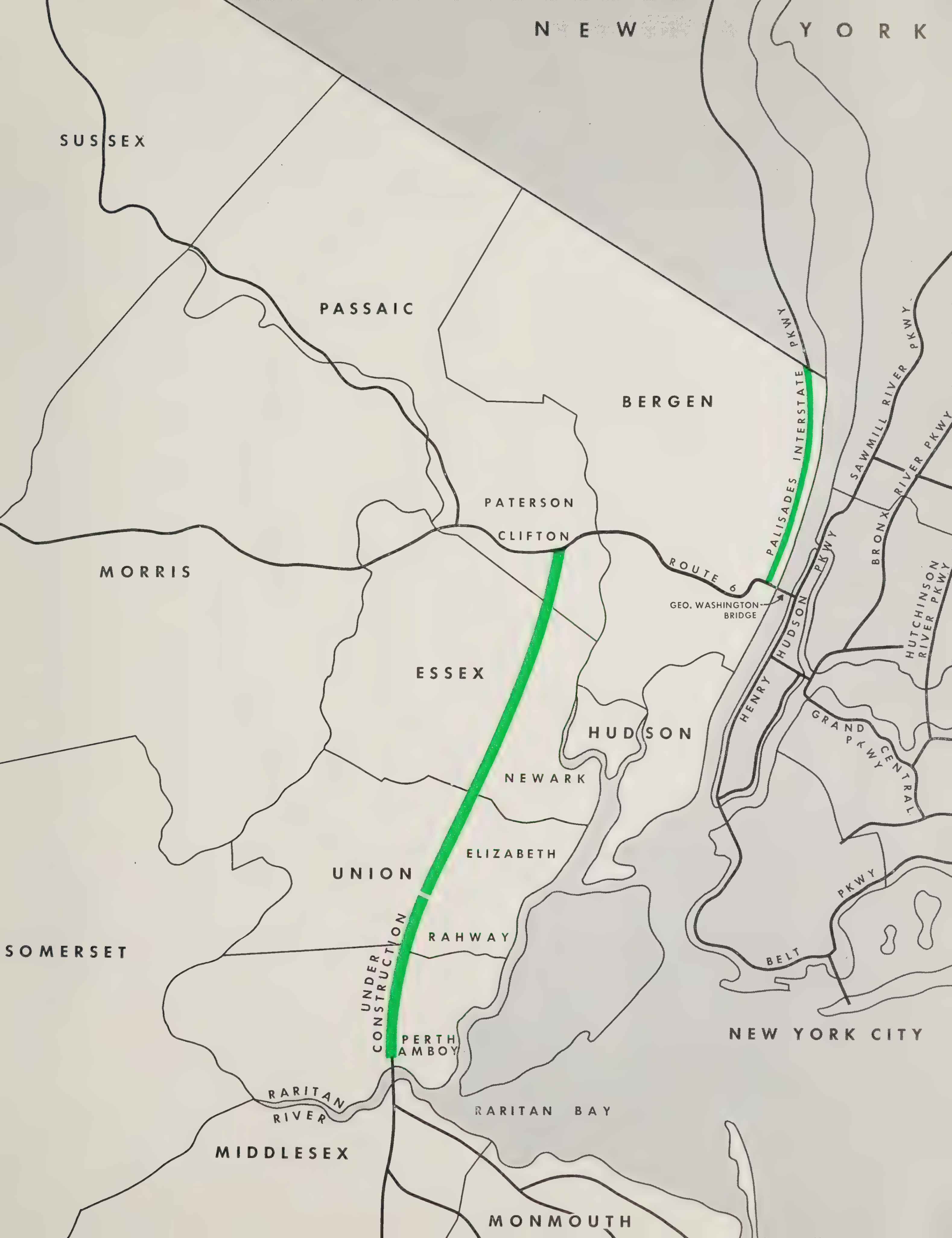
The Metropolitan Section of the Route 4 Parkway will extend through the most intensely developed area of New Jersey. Within this area are some of the world's heaviest and most congested traffic movements. The longest of the north-south movements is that extending from the Paterson area to the Raritan River. Because of the lack of any single through artery, much of this traffic now uses Route 25, adding to the heavy flow on that route, and increasing congestion in periods of peak traffic.

The heaviest, however, of the north-south movements through the metropolitan area, is that which is generated between the many communities situated between Paterson and the Amboys. On the existing, discontinuous and confusing local street system, the north-south flows of traffic intersect the east-west flows at grade at many points, causing danger and resistance at each crossing.

The Metropolitan Section of the Route 4 Parkway will provide congestion relief for these great volumes of inter-community travel. Some realization of its potential traffic service can be gained by noting the densities of population adjacent to it. 1,350,000 people, one-third of New Jersey's total population, reside within three miles of this section of the Parkway.

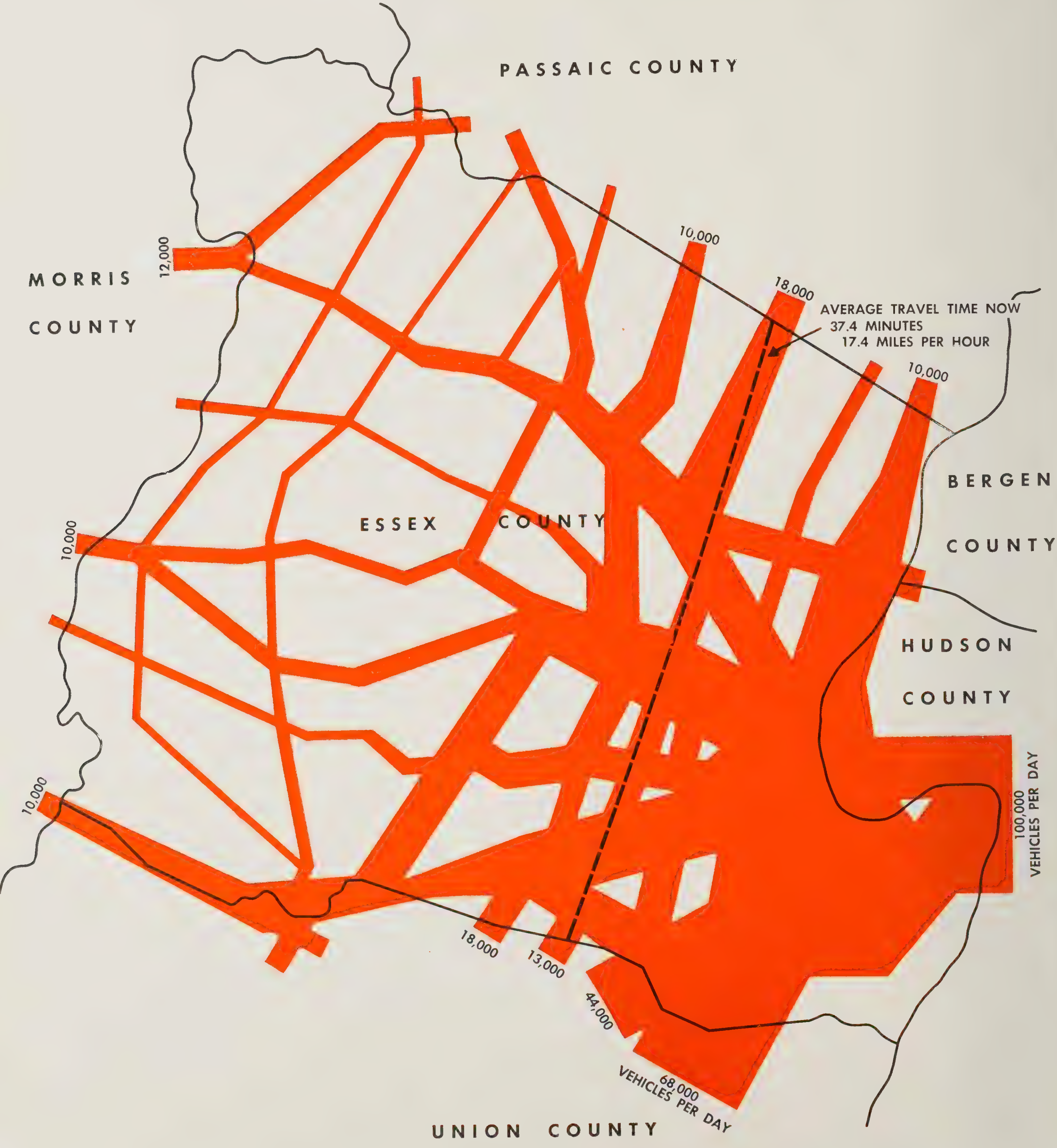
Thousands in other areas of New Jersey also have a vital interest in the Metropolitan Section of the Parkway. The shore resorts have an especial interest, and those residing in the metropolitan districts of Trenton, Camden and Philadelphia will use it to reach many destinations in and beyond the northern metropolitan area proper.

The Traffic Flow, Accident, Location, and Origin and Destination Studies which follow, show the immediate and urgent need for this north-south traffic facility: ROUTE 4 PARKWAY.


NEW YORK
SUSSEX
PASSAIC
BERGEN
PALISADES INTERSTATE PKWY
SAWMILL RIVER PKWY
BRONX RIVER PKWY
PATERSON
CLIFTON
MORRIS
ROUTE 6
GEO. WASHINGTON BRIDGE
HUDSON PKWY
HUTCHINSON RIVER PKWY
ESSEX
HENRY HUDSON PKWY
GRAND CENTRAL PKWY
HUDSON
NEWARK
ELIZABETH
UNION
SOMERSET
RAHWAY
UNDER CONSTRUCTION
BELT PKWY
PERTH AMBOY
NEW YORK CITY
RARITAN RIVER
RARITAN BAY
MIDDLESEX
MONMOUTH

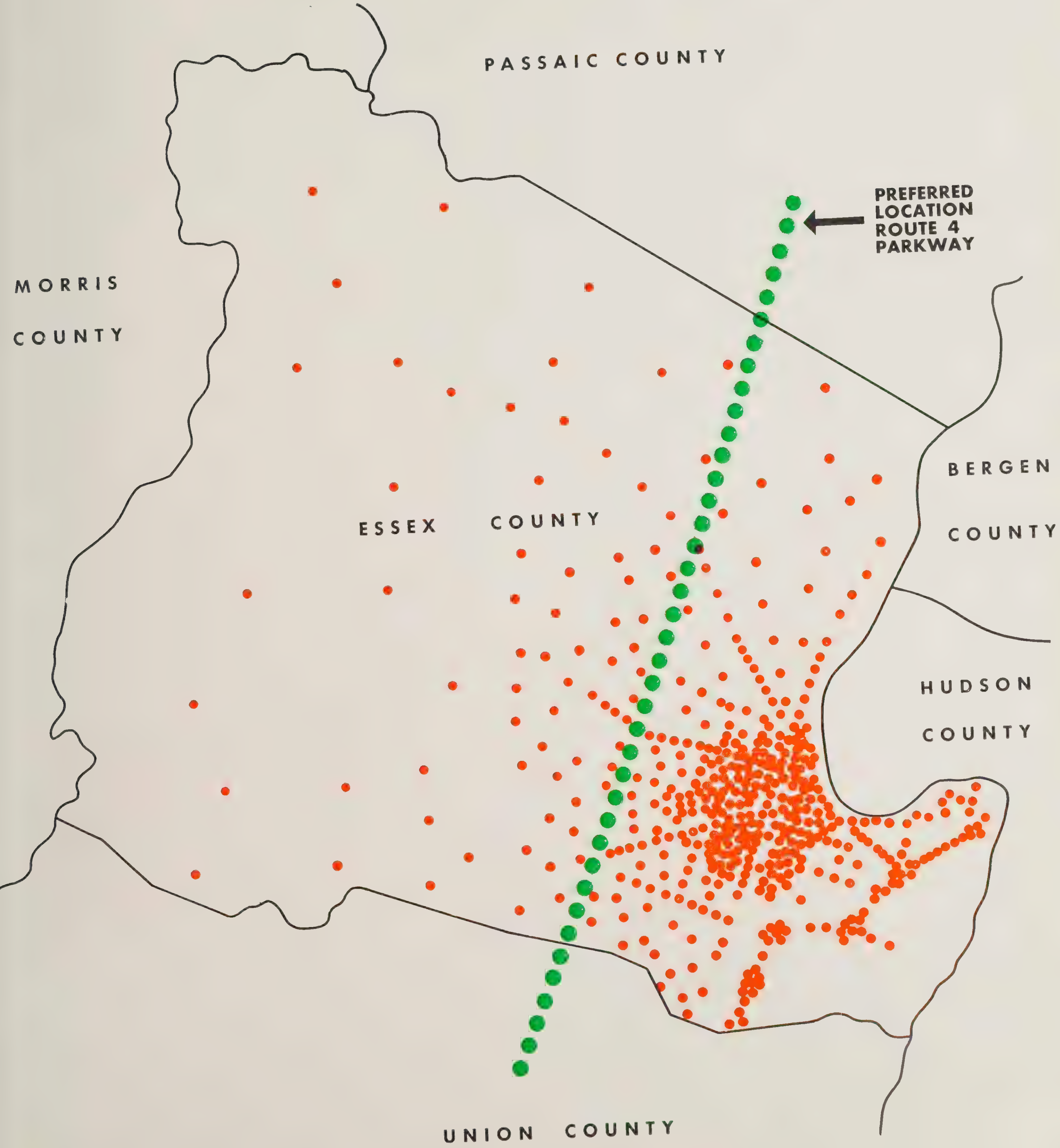
INADEQUATE THOROFARES } CAUSE ……

EXCESSIVE TRAFFIC } CONGESTION



ONE COSTLY RESULT OF CONGESTION

9661 TRAFFIC ACCIDENTS IN 1946



WHERE SHOULD ROUTE

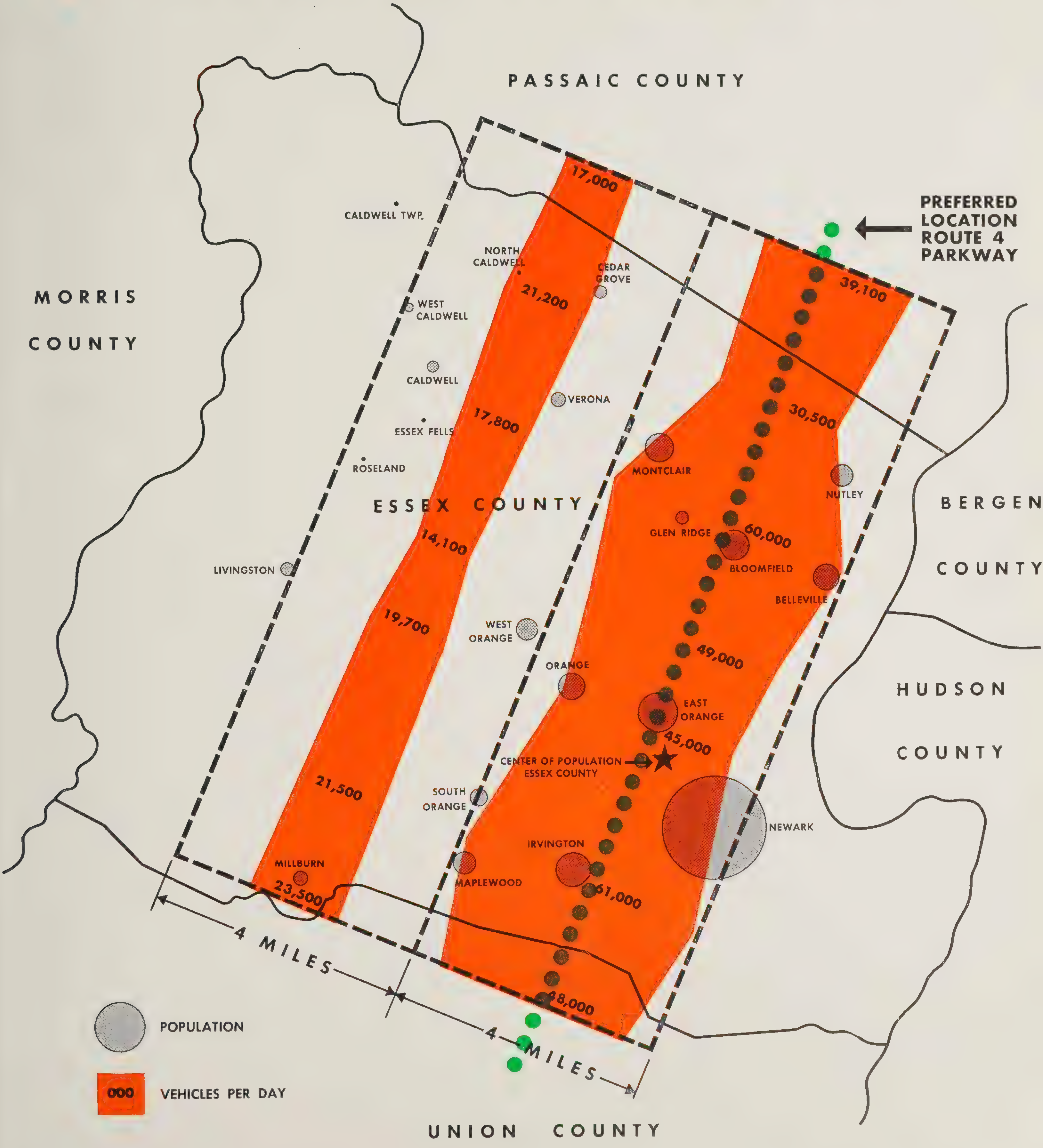
The gray circles show the 1940 population distribution by municipalities in Essex County. This population must be served with adequate highway transportation facilities.

The red bands show a comparison of the amounts of existing traffic, which moves north and south, on principal routes in the two four-mile wide areas.

The majority of people live, work, shop, find recreation and travel in the preferred four-mile area to the east. Within this area is the population center of the county.

If the majority of the people of the Essex area are to be adequately served, the Route 4 Parkway must be placed in the vicinity of the preferred location in the easterly four-mile traffic band.

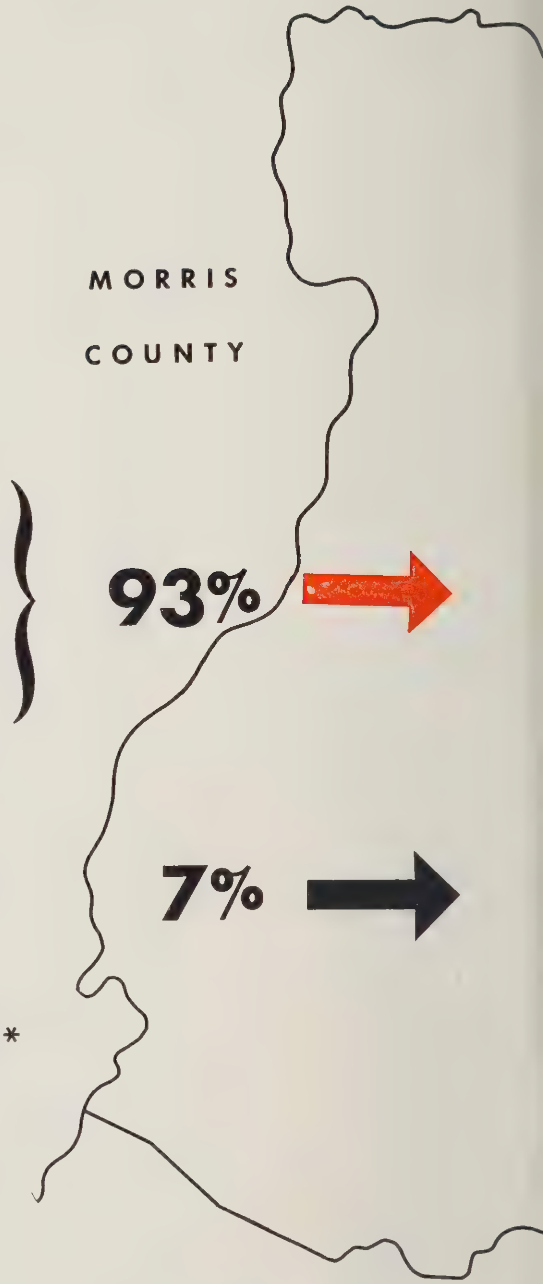
4 PARKWAY BE LOCATED



WHO WILL USE ROUTE

ON THE BASIS OF INDIVIDUAL WEEKDAY TRIPS

	TRIPS PER DAY
LOCAL TRAFFIC WITHIN ESSEX COUNTY	**32,000**
LOCAL TRAFFIC BETWEEN ESSEX COUNTY AND POINTS OUTSIDE	**35,000**
THROUGH TRAFFIC	**4,800**
TOTAL TRIPS PER DAY	**71,800***



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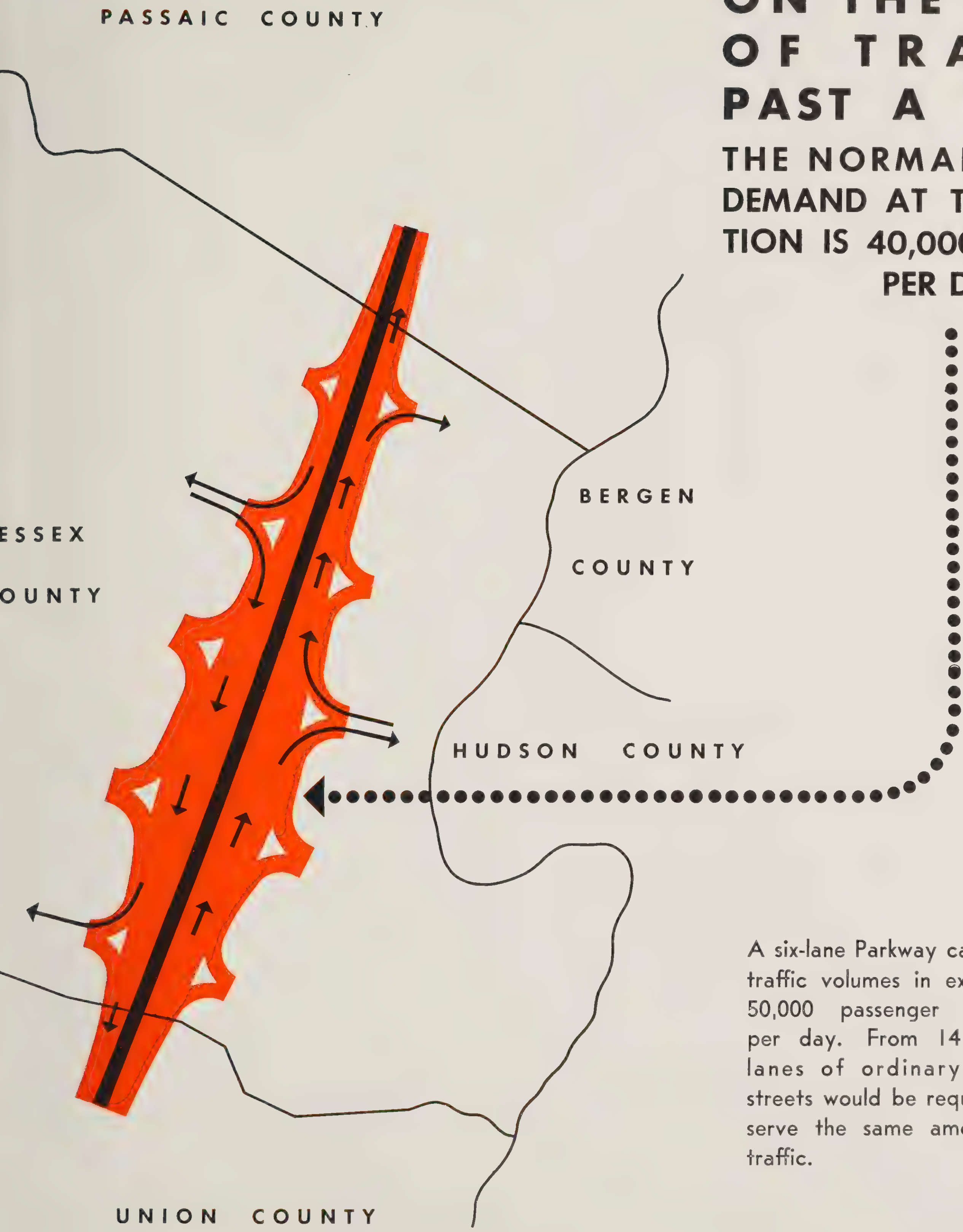
* Based on the Origin and Destination Traffic Survey of the Newark Metropolitan Area. The survey was made by the New Jersey State Highway Department in cooperation with the Public Roads Administration of the Federal Works Agency.

4 PARKWAY?



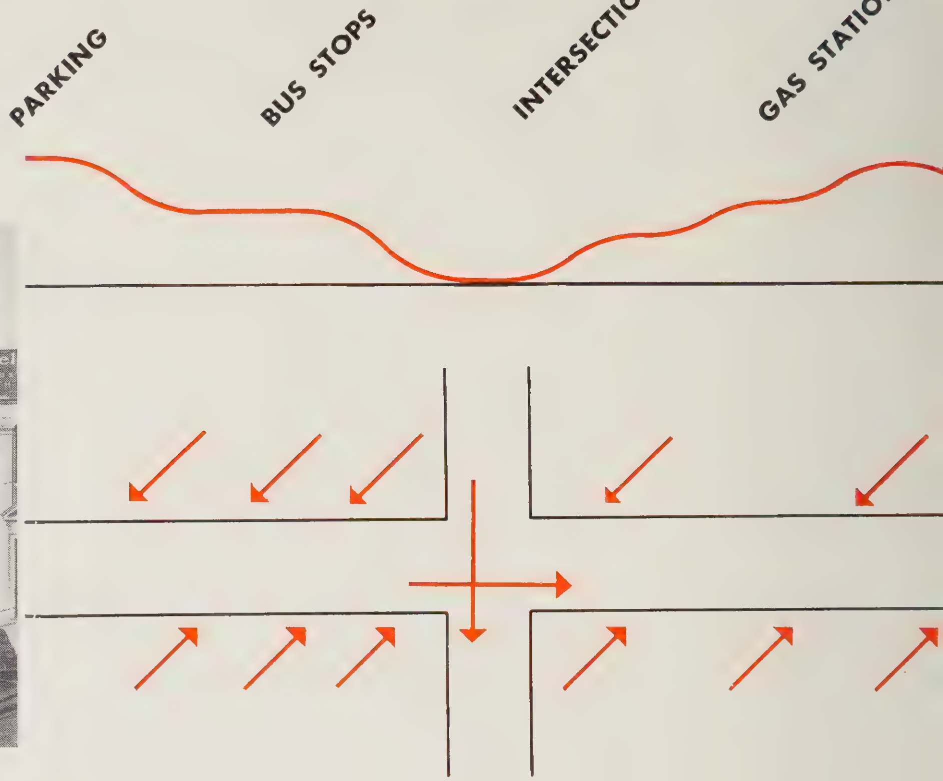
ON THE BASIS OF TRAFFIC PAST A POINT

THE NORMAL TRAFFIC DEMAND AT THIS LOCATION IS 40,000 VEHICLES PER DAY

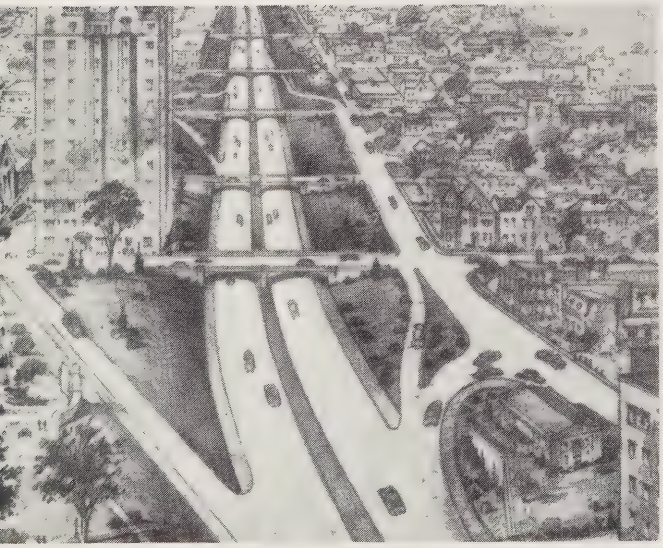
A six-lane Parkway can carry traffic volumes in excess of 50,000 passenger vehicles per day. From 14 to 18 lanes of ordinary urban streets would be required to serve the same amount of traffic.

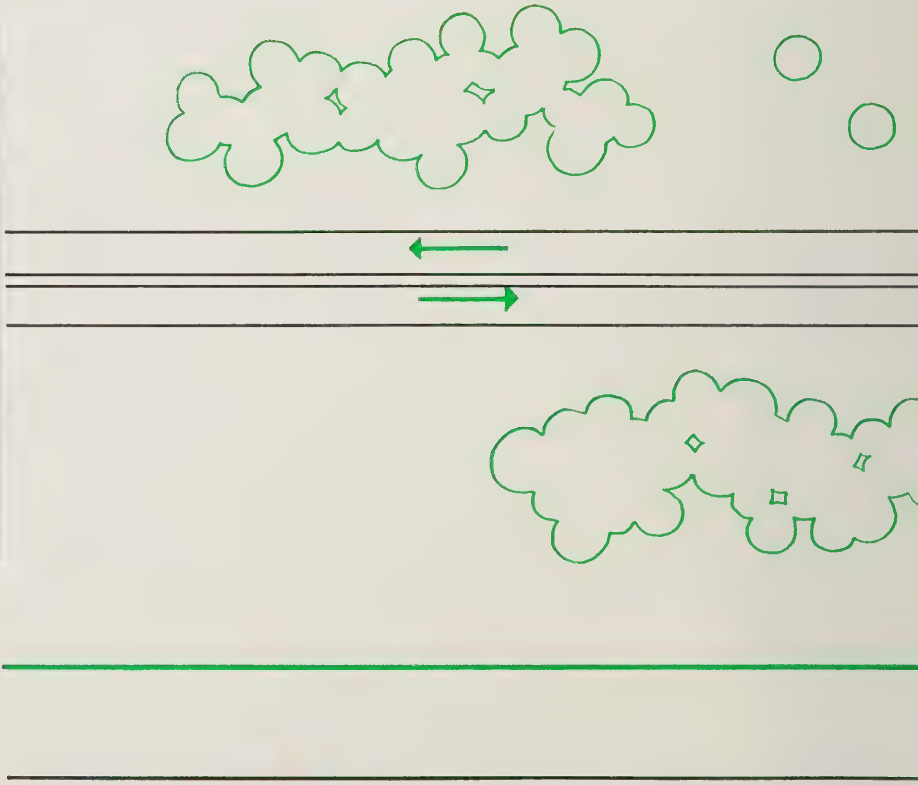
BLOOMFIELD AVENUE

NEWARK TO N. J. ROUTE 6

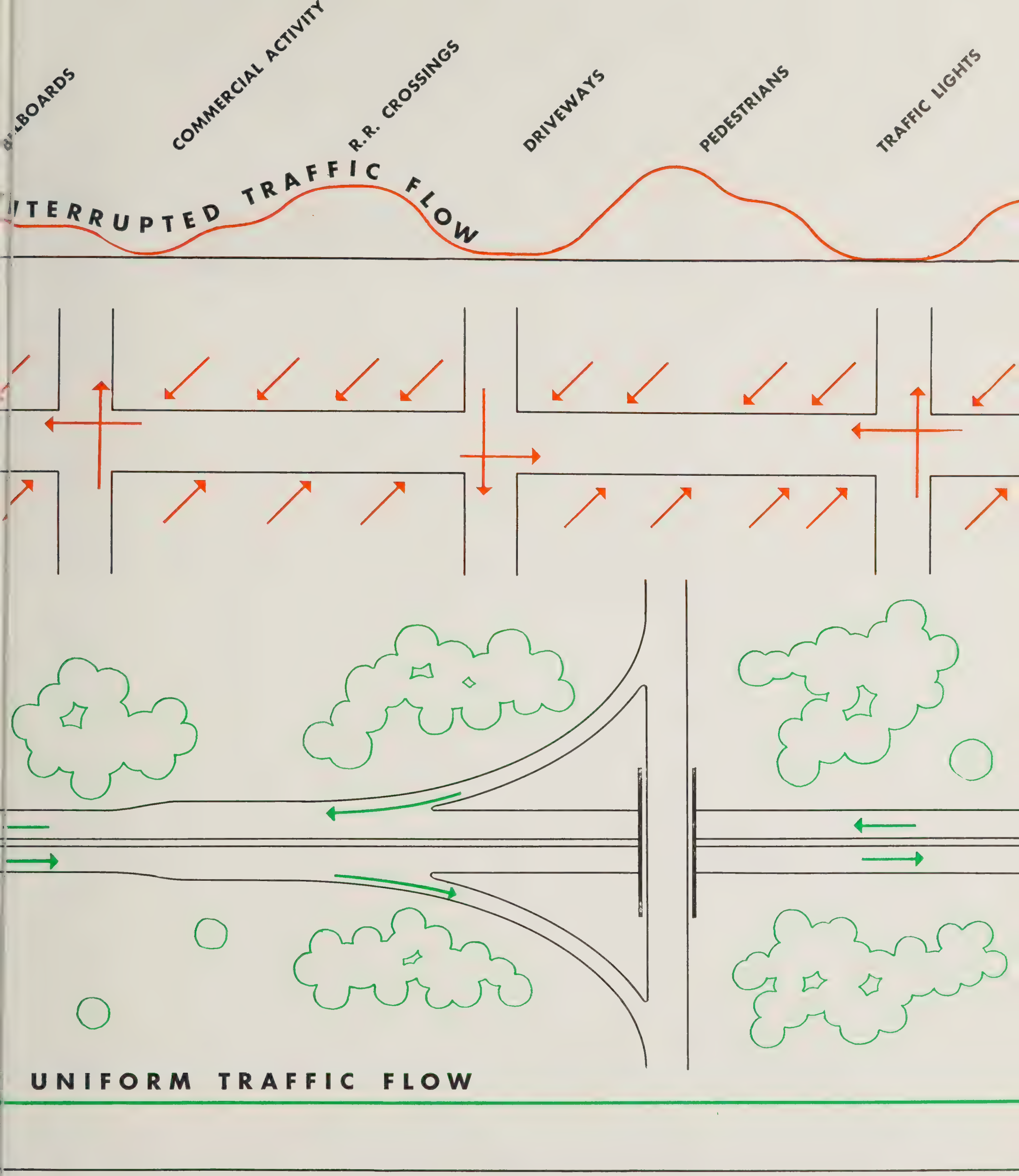


A COMPARISON

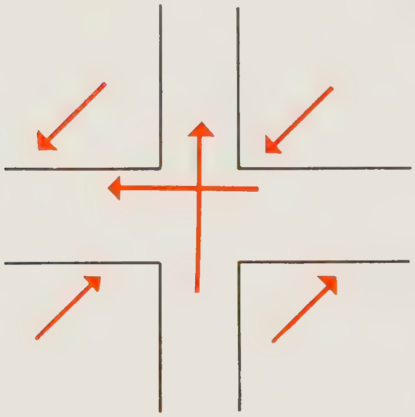




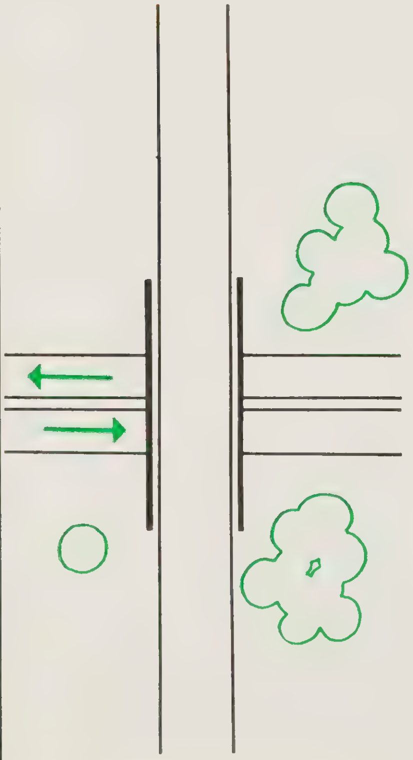
ROUTE 4 PARKWAY


LBOARDS
COMMERCIAL ACTIVITY
R.R. CROSSINGS
DRIVEWAYS
PEDESTRIANS
TRAFFIC LIGHTS
TERRUPTED TRAFFIC FLOW
UNIFORM TRAFFIC FLOW

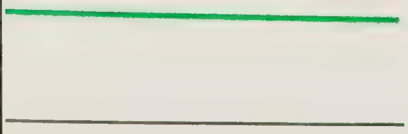
TRAVEL TIME



COST OF VEHICLE OPERATION

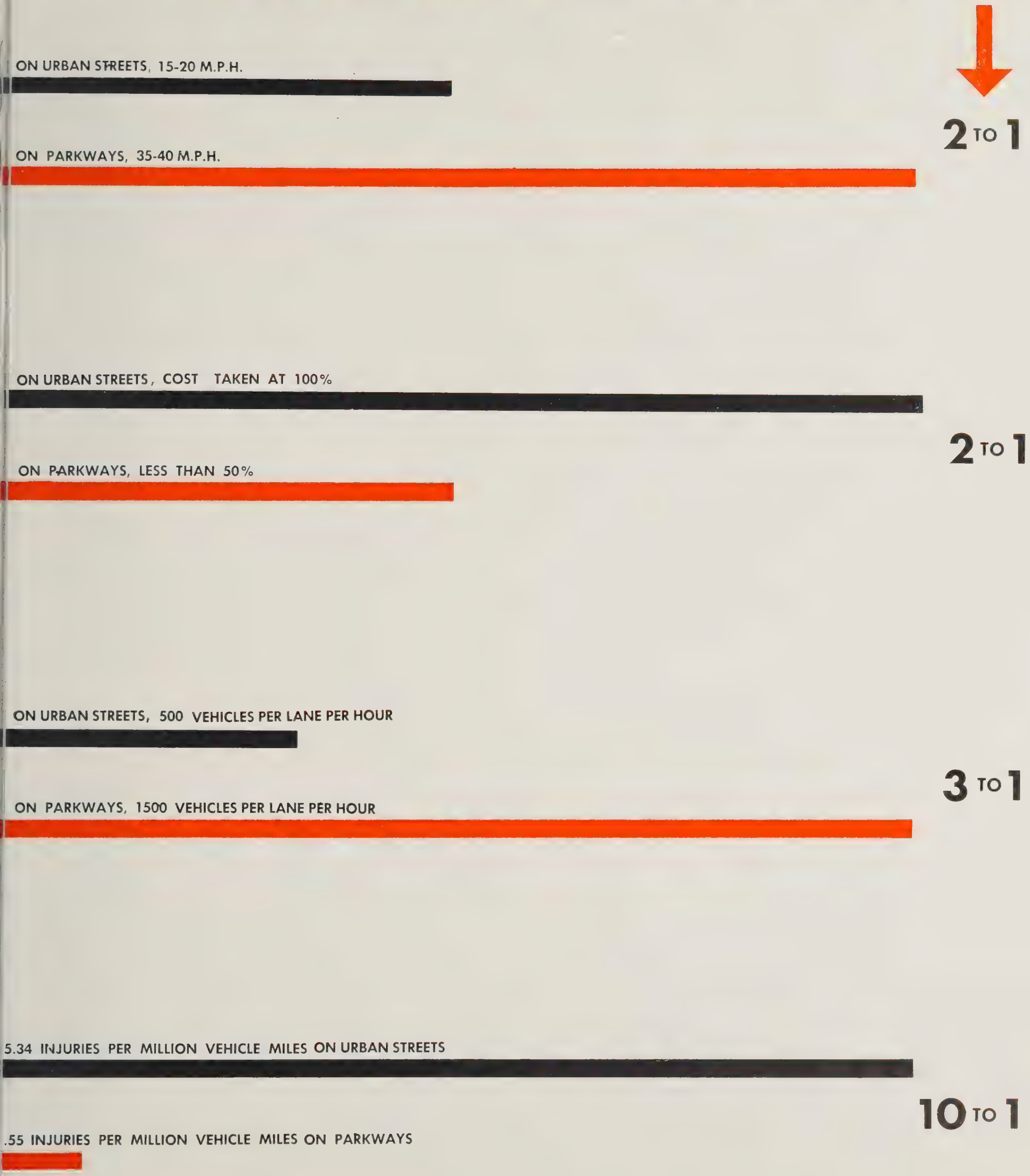


EFFECTIVE VEHICLE CAPACITY



SAFETY FOR PEDESTRIANS & VEHICLE OCCUPANTS

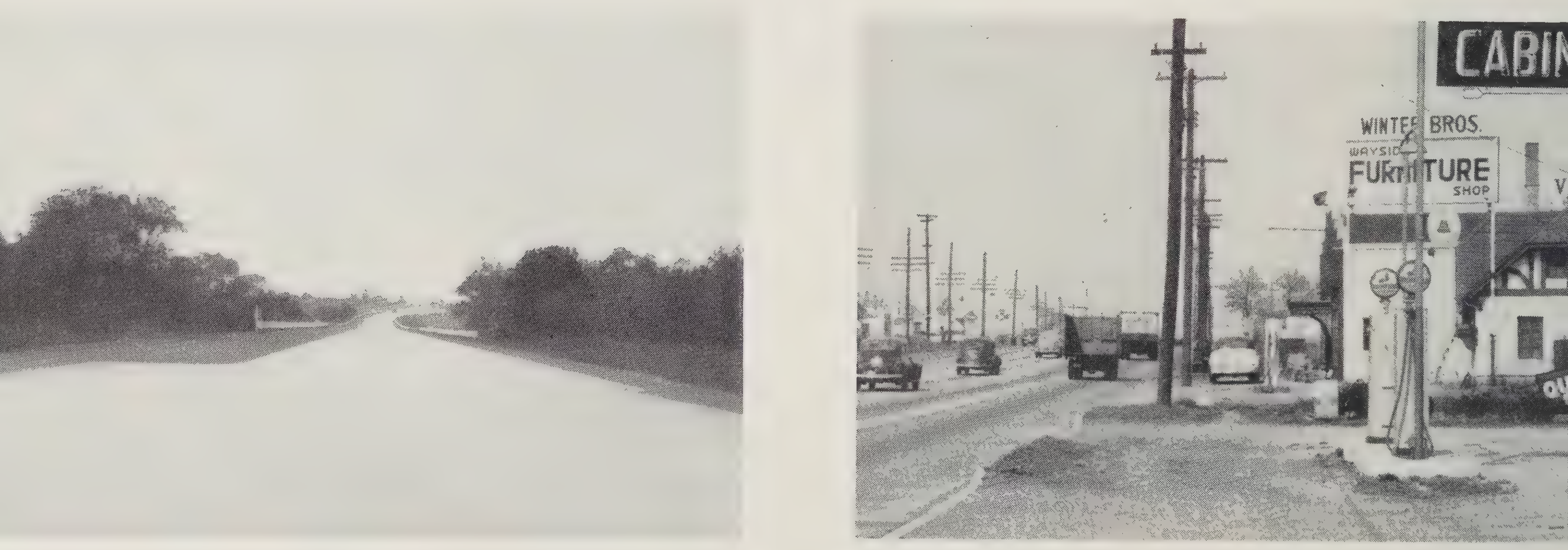
PARKWAYS ARE BETTER BY



PARKWAYS FOR PERMANENCE

Parkways, through their Controlled Access Principle, give assurance that their Capacity, Safety, Beauty, Economy and Convenience will be permanently preserved, to carry large volumes of traffic rapidly and safely through the years ahead.

This Will Never Happen to Controlled Access Parkways.



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A Modern Six-lane Controlled Access Parkway

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